

# POOR DOCUMENT

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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N.B., DECEMBER 6, 1899

THE SEMI-WEEKLY TELEGRAPH  
A weekly paper and is published every  
Wednesday and Saturday at \$1.00 a year,  
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COMPANY of Saint John, a company incor-  
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Brunswick. THOMAS BURNETT, Business  
Manager. JAMES HASTY, Editor.

**ADVERTISING RATES.**  
Ordinary commercial advertisements  
at the rate of the paper—each line  
\$1.00 per week.  
Advertisements of Wants, For Sale, etc.,  
at the rate of \$1.00 per line of ten  
words for each insertion of 10 lines or less.  
Special rates for such insertions.

**IMPORTANT NOTICE.**  
Owing to the considerable number of com-  
plaints as to the mismanagement of the  
paper, the Editor has decided to  
reorganize the paper and to  
reconstitute the Board of Directors.  
All letters for the business office of this  
paper should be addressed to the  
Telegraph Publishing Company, St. John,  
and all correspondence for the Editor  
should be sent to the Editor of the  
Telegraph, St. John.

**FACTS FOR SUBSCRIBERS.**  
Without question names of no new sub-  
scribers will be entered until the money is  
received.  
Subscribers will be required to pay for  
their subscription in advance. If they take  
the paper on credit, they will be liable for  
the full amount. There is no local discount  
on newspaper subscriptions. All letters  
concerning this paper should be sent to  
the Editor of the paper, St. John.

**SUBSCRIPTIONS.**  
Write on one side of your paper.  
Send your money in advance. If you  
subscribe on credit, you will be liable for  
the full amount. Write nothing for which  
you are not held personally responsible.

This paper has the largest  
circulation in the Maritime  
Provinces.

Semi-Weekly Telegraph.  
ST. JOHN, N.B., DECEMBER 6, 1899.

THE WAR IN SOUTH AFRICA.

The entire absence of news from the  
front since General Methuen's engage-  
ment at Modder River on Tuesday has ex-  
cited much comment among the so-called  
experts who write for the London papers.  
The fact that a man is the military ex-  
pert of a great metropolitan journal is by  
no means a proof that his judgment is  
always good, and some very rank non-  
sense has been written by military ex-  
perts since the beginning of the present  
campaign. The result has been to create  
unnecessary alarm in the minds of news-  
paper readers and to cause the public to  
take a highly pessimistic view of the sit-  
uation. We have previously mentioned that  
there never was any foundation for the  
minister predictions that some of the mil-  
itary experts indulged in, for a campaign  
must be judged, not by what some choice  
army of veterans could accomplish  
against a British force of less than half  
its strength, but by what the enemy  
which the British are now fighting have  
proved themselves capable of doing. One  
thing stands out very conspicuously  
throughout this campaign and that is  
the fact that the Boers are wholly in-  
capable of capturing any position that is  
strongly held by the British force. Their  
conduct in the field is precisely like that  
of a band of Indians and while it appears  
that they have sufficient courage under  
some circumstances they are incapable of  
making an assault upon a fortified  
position. The attempts of the  
Boers on Mafeking, Kimberley  
and Ladysmith have all been  
failures. Indeed, so far as Kimberley and  
Ladysmith have been concerned the re-  
cent operations of the Boers and the Free  
State army have been feeble to the last  
degree. Can any man suppose that if the  
positions had been reversed and the British  
had been investing these places they  
would not have fallen long ago? This  
fact alone ought to convince sensible peo-  
ple that, except in a defensive position  
where he can be sheltered from his en-  
emy's fire, the Boer is a very inefficient  
soldier. It is therefore absurd to imagine  
that the silence of General Methuen or  
the absence of news from Ladysmith  
should be regarded with alarm. General  
Methuen is probably too busy following  
up his advantage to have time to write  
long despatches, and, moreover, it may  
not be thought desirable to give informa-  
tion to his movements which will  
possibly be telegraphed to Pretoria.  
After the Boer defeat at Modder River,  
until they had some very strong position  
between Mafeking and Kimberley they would  
certainly not retreat north, and if they  
had retreated eastward, towards Bloem-  
fontein, Methuen, in following them,  
would be severing his communications for  
a short time from his base. With the  
army that he has at his disposal, which  
is superior to the Boers in numbers, he  
will not be in the smallest degree con-  
cerned, even if a detachment of the en-  
emy should get in his rear, for they can  
effect nothing against him. It is quite  
possible that he may next be heard from  
at the Free State capital.

The news from Colenso is very satisfac-  
tory and shows that the bridge over the  
Tugela at that point has not been de-  
stroyed. The Boers attempted to destroy  
it on Tuesday but the British drove them  
off. That should mean that the British  
are now in possession of Colenso and the  
way clear for an advance for the relief  
of Ladysmith whenever it is thought de-  
sirable. We may be sure, however, that

when this advance takes place the object  
of General Buller will be not merely to re-  
lieve Ladysmith but to capture half the  
Boer army.

The news which came on Saturday, that  
the Canadian regiment had been sent to  
the front added a new feature of interest  
to the concern which our people feel in  
the progress of this war. Hereafter in  
a thousand Canadian homes there will be  
anxious mothers, wives, sisters and other  
relations watching from day to day for the  
news of battle, praying for the safety  
of their loved ones, and moved to joy or  
sorrow by every passing rumor of success  
or defeat. For the first time since the war  
of 1812 the people of this province have  
a personal interest in a great war, and we  
can now feel how different it is to be a  
mere spectator of war at a distance and  
a participant in it through the blood of  
our own sons. News from the front ac-  
quires a new significance for us when we  
know that it may "bear in its bosom"  
the death of some well beloved  
relative or friend.

The duty to which the Canadian regi-  
ment has been assigned is the guarding of  
the line of railway from De Aar Junction  
to Belmont, a distance of some 90 miles.  
Belmont, our readers will remember, is  
the place where occurred the first engage-  
ment between General Methuen's army  
and the Boers. It is 15 miles north of  
Orange River and therefore the protec-  
tion of the new bridge over that great  
stream is a part of the duty with which  
our boys have been entrusted. De Aar  
Junction is the base of the British opera-  
tions now being carried on in the north-  
east part of Cape Colony, and it is a pos-  
ition of high strategic value for it com-  
mands not only the line leading north to  
Kimberley but also the branch eastward  
to Nauw Pot Junction from which the  
railways go direct to Bloemfontein. The  
Canadian regiment will be assisted in this  
work of guarding the lines of communication  
by several British battalions and  
Australian troops, and while this duty  
may not be so glorious of adventure as  
that of the main army it is equally im-  
portant and honorable. The people of  
Canada are well pleased to know that  
the services of their regiment have been  
so soon in demand and that they will  
have an opportunity of acquiring them-  
selves with field duty at so early a day.

The croaker of the Associated Press in-  
stead of sending news has been writing  
his own crude and absurd views of the  
situation, colored to suit people who, in  
their hearts, desire the defeat of the Brit-  
ish. Again he revives the old story of  
disaffected Dutch in Cape Colony having  
joined the Boers, although a day or two  
ago it was stated that many of the Cape  
Colony Dutch who had been persuaded  
or compelled to join the Boers had re-  
turned to their homes. As a matter of  
fact, however, the population of the dis-  
tricts in Cape Colony south of the Orange  
river, which the Boers have been occupy-  
ing, is very sparse, and if every able-  
bodied white man in them had joined  
their armies it would not have added two  
thousand to their strength. It is very  
doubtful if they got as many as two hun-  
dred in these districts. With regard to  
the general situation it may be stated  
that it is everywhere favorable. The tide  
has turned and the British forces are  
advancing all along the line. If this ad-  
vance is not so rapid as some would wish  
it to be, it is because the Boers are  
British generals are determined to make  
thorough work, and that they will not  
move until everything necessary to make  
victory assured is ready.

At length we have the particulars of  
the battle at Modder River, which ap-  
pears to have been a very severe engage-  
ment, the Boer position being strong and  
their force large. The correspondent of  
the London Chronicle who was in a bat-  
tle estimates their number at 10,000  
and other estimates make their number  
greater. At all events there were enough  
of them to occupy a position five miles  
in extent and they were entrenched with  
a river in front of them. The British at-  
tacking force was probably not as large  
as the Boer army. It consisted of seven  
and a half battalions of infantry, three  
batteries of artillery, a regiment of cav-  
alry and some mounted infantry or less  
than 9,000 men all told. Yet with this  
inferior force the British undertook to  
cross the river in the face of the enemy's  
fire and storm the Boer position. In doing  
so they lost 422 men, of whom 73 were  
killed. They succeeded, however, in get-  
ting across the river and the Boers were  
forced to retire. We think that this re-  
sult was not the whole encouraging for  
the Boers did not abandon their fortifi-  
cations, which they had been construct-  
ing for a month, because they had an en-  
gagement elsewhere, but for the simple  
reason that they could not hold them any  
longer. General Methuen attacked the  
Boers for the purpose of driving them  
away and they were driven away accord-  
ingly. They skulked off in the night to  
a place of safety, and it has been stated  
that they are now entrenched at a point  
midway between Modder River and Kim-  
berley. If that is the case they no doubt  
expect to have another chance to slaughter  
the British from their entrenchments, but  
in this they may be disappointed. With  
Kimberley safe there seems to be no  
good reason why the British  
should go to seek the Boers in their fort-  
ified positions. There is a road which  
leads from Modder River to Bloemfontein,  
and the distance is less than 100 miles. If  
General Methuen has 15,000 men with

him he ought to be able to detach 5,000  
to watch the Boer force, wherever it is  
entrenched, and with the remainder to  
march direct to the Free State capital  
and occupy it. This is probably what he  
will do, or may now be doing, for we do  
not believe that he has been halting at  
Modder River ever since his last battle.

With regard to the campaign in Natal  
up to midnight there was no news to in-  
dicate an advance to the relief of Ladys-  
mith, but it seems highly probable that  
something is being done which will re-  
sult in starting news very soon. Gen. Buller,  
however, is not advertising his move-  
ments, and friends and enemies are alike  
in the dark in regard to them. His army  
must now number fully 30,000 men, in-  
cluding those under General White at  
Ladysmith. Again the rumor of General  
Joubert's death is revived and is told  
in so circumstantial a manner that it is  
difficult not to believe it. A Pretoria  
Boer has written to his wife at Cape  
Town that General Joubert was killed  
near Ladysmith on November 16th, and  
that he had just returned from his funeral.  
The Grahamstown Journal pub-  
lishes a letter from a correspondent with  
which he says: "You will have heard of  
Joubert's death before this. He was  
killed by a shell which ricocheted and hit  
him on the head. He expired soon after-  
wards. I was standing within ten  
feet of him at the time."

HOW THE SUN SUPPRESSES THE  
TRUTH.

The Sun makes a very lame excuse for  
its suppression of the sentence in the de-  
spatch of Mr. Chamberlain to the gov-  
ernment general in which he so warmly  
thanked the government of Canada for  
what they had done with reference to the  
sending of a Canadian contingent to  
South Africa. In this letter Mr. Cham-  
berlain said "The thanks of her majesty's  
government are specially due to your min-  
isters for the cordial manner in which  
they have undertaken and carried through  
the work of organizing and equipping the  
Canadian contingent." The Sun omitted  
this important sentence because it was  
a complete answer to the attacks it has  
been making on the government with  
reference to the Canadian contingent,  
and when charged with this shameful sup-  
pression of the truth it places the blame  
on its Ottawa correspondent. We are  
not disposed to accept this statement as  
true without further proof, but even if it  
were true that the Ottawa correspondent  
of the Sun was the person who mutilated  
Mr. Chamberlain's letter, it would not be  
a good excuse. The Ottawa correspond-  
ent, no doubt, has his instructions as to  
the kind of matter the Sun wishes to  
have sent to it, and he knows that the  
editor of the Sun during the two sessions  
he has been at Ottawa corresponding for  
his paper was careful to send nothing to  
St. John for publication that could be  
construed as favorable to the government.  
On the contrary every action of the gov-  
ernment was misrepresented; every state-  
ment made by ministers was given a sin-  
ister meaning; every base and unworthy  
motivation was attributed to Sir Wilfrid  
Laurier and his colleagues in all their ac-  
tions, so that the man now representing  
the Sun at Ottawa, if he did suppress the  
sentence we have referred to, was simply  
acting in accordance with the method  
adopted by the editor of the Sun. Sup-  
pression of the truth where it is unfavor-  
able to its own side is a cardinal prin-  
ciple of the Sun's management, and this  
principle affects its news quite as much as  
its editorial columns.

A very notable illustration of this fact  
has occurred quite recently. A few weeks  
ago a Moncton man, residing in Calgary,  
found his wife, who is also a Moncton  
woman, in the bedroom of his partner at  
the hotel where they boarded and shot him  
through the body with a pistol. It was  
thought at the time that the man was  
fatally injured, and it is now by no means  
certain that he will recover. As all the  
parties were well known in this province  
the Telegraph published an account of  
the affair the morning after it occurred,  
and since then it has published special  
despatches from Calgary describing the  
arrest of the man who did the shooting,  
his examination before the magistrate,  
and the condition of the claimer who was  
shot. Yet the Sun, which claims to pub-  
lish all the news, has never printed one  
word in reference to this case, and any  
person who is so unfortunate as to have  
no other paper to read but the Sun will  
have heard nothing of this tragic event.  
Why, it may be asked, has the Sun sup-  
pressed the news of this affair? Simply  
because the young man who did the shoot-  
ing is the son of a leading Conservative  
politician, while the wife whose conduct  
led to the attempted murder is the  
daughter of another leading Conserva-  
tive politician, the most malignant ene-  
my of the Dominion government that the  
province contains, not even excepting the edi-  
tor of the Sun. After this our readers  
may judge for themselves whether the de-  
spatch of Mr. Chamberlain was mutilated  
purposely or not by the Sun.

A TRIUMPHANT PROGRESS.

The visit of the Minister of Railways to  
several of the counties of New Brunswick  
during the past few days has been very  
much in the interest of a triumphal pro-  
gress. He has spoken in Restigouche, in  
Gloucester, in Kent, in Charlotte, and  
Carleton and in each of these constitu-  
encies his reception has been such as to

show the high place he holds in the af-  
fections of the people of his native prov-  
ince. All of the counties he visited are  
now represented by opponents of the gov-  
ernment, but from present indications  
this state of affairs will be reversed at  
the next election and good Liberals will take  
the place of Conservatives. In one of the  
counties Mr. Blair was offered the Liber-  
al nomination, and, as we have stated on  
more than one occasion, there is not a  
constituency in New Brunswick that  
would not be proud to have him as its re-  
presentative. Therefore so far from it be-  
ing true, as stated by his enemies, that  
the minister of railways has to go about  
seeking a constituency, the constituencies  
are seeking for him and wisely so because  
of the ability of a member to advance the  
interests of the city or county that has  
elected him is an important factor in de-  
termining the choice of the people.

The causes of Mr. Blair's popularity are  
not far to seek. There is no mystery in  
the case. The Minister of Railways has  
won a high place in the hearts of his  
countrymen because he has steadily kept  
their interests in view. His choice of a  
department, when he was asked to be-  
come a member of the government of  
Canada was determined by the considera-  
tion that as Minister of Railways he  
could benefit his native province more  
than in any other office which he could  
hold. The Intercolonial railway tra-  
verses seven of the counties of New  
Brunswick and for six of these counties  
it is the only means of access to the large  
markets of this continent. On its effi-  
ciency as a means of transportation the  
prosperity of these counties therefore  
mainly depends, and the same is a large  
measure true of the rest of the province.

It became the ambition of Mr. Blair to  
make the Intercolonial what it ought to  
have been long ago, the great commercial  
highway of this province. For years it  
had been totally neglected and had be-  
come a mere political machine for the ad-  
vancement of Conservative interests, but  
no attempt was made to increase its traf-  
fic. Indeed the conditions were such  
that its traffic could not be increased. It  
had neither the terminal facilities nor the  
rolling stock to do any more busi-  
ness than it had been doing for years.  
Since Mr. Blair became minister of  
railways the Intercolonial has entered  
on a new career of usefulness and pros-  
perity. It has been carried to Montreal,  
where it will be able to compete on equal  
terms with other lines for the winter im-  
port and export trade of Canada. It has  
been equipped with terminal facilities  
both at St. John and Halifax so  
that the rapidly growing trade of Can-  
ada may be accommodated, and the ports  
of Canada to the business of Canada in-  
stead of enriching foreign cities, as was  
the case when the Conservatives were in  
power. These are a few of the achieve-  
ments of Mr. Blair since he became Min-  
ister of Railways, and it is thus that he  
has won his great popularity. Will any  
man venture to deny that it has been  
well deserved?

THE GRAND TRUNK AND MR.  
BLAIR.

The Sun must have a very poor opin-  
ion of the intelligence of its readers, or it  
would not have ventured to publish  
such an article as that of yesterday  
headed, "How the Grand Trunk Got  
Ahead of Mr. Blair." The Sun begins  
its article by stating that the new Vic-  
toria bridge, which was opened for foot  
and carriage traffic on Friday last, "re-  
places an old one built forty years ago,"  
and that it will be a money earner for  
the Grand Trunk. This company, it seems,  
is to charge tolls on all traffic over its  
foot and carriage ways and the Sun is  
very particular to state that a foot pas-  
senger will pay so much, a carriage so  
much and animals so much. This  
bridge, according to the Sun, has not cost  
the Grand Trunk Railway Co. anything  
and it proceeds to explain why this is so  
in the following fashion:—

The account of the bridge given in the  
central papers places the cost under \$2,  
000,000. Two years ago a Dominion sub-  
sidy of \$300,000 was voted for the bridge,  
leaving \$1,700,000 to be expended by the  
company. By the bargain made with  
Mr. Blair the Dominion government pro-  
vided the Grand Trunk \$140,000 a year,  
which \$40,000 is allowed for the use of the  
bridge, the balance of \$100,000 being paid  
for the railway. The railway will have a  
floating three per cent. bonds with an  
interest guaranteed from this annuity.  
The \$40,000 will pay the interest on \$1,  
333,333, leaving \$300,000 to be furnished  
by the company. The tolls will undoubt-  
edly more than pay the interest on this  
sum and leave a profit. It comes, there-  
fore, to this, that while the govern-  
ment pays \$40,000 for the use of the  
bridge for the Intercolonial traffic, after  
the bridge, the Grand Trunk railway does  
not have to pay one cent for the use of the  
bridge for trains. Yet it was shown by  
Mr. Blair last session that the Grand  
Trunk Company's use of the Montreal  
and St. Rosalie section was more than  
75 per cent of the whole while that of the  
Intercolonial was less than 25 per cent.

It is difficult to say whether the above  
statement is the product of dense igno-  
rance or unparalleled mendacity. The new  
Victoria bridge does not replace "an old  
one built forty years ago," but is the  
old bridge with a new superstructure.  
The Victoria bridge, which was a tubular  
bridge, like the one over the Moeni  
Straits, was built by the celebrated en-  
gineer, Robert Stephenson, and cost  
seven million dollars. Its enormous cost  
was due to the fact that the piers stand  
in a current running sometimes ten miles  
an hour, and these piers, therefore, had  
to be unusually strong with wings to  
break the ice which rushes down the St.

Lawrence in the spring. Every pier had  
to be constructed in a coffer dam, and  
they were built up from the solid rock  
of the bed of the river. These piers and  
all the stone work of the bridge were con-  
structed with a view to placing a double  
track on them when it was needed, and  
the new bridge is simply a carrying out  
of this idea, open truss work being sub-  
stituted in the spans for the tubular sys-  
tem. The cost of the bridge to the Grand  
Trunk, instead of being only \$2,000,000  
has been \$9,000,000, the interest on which  
at four per cent. would be \$360,000 a year.  
Keeping these facts in view the account  
between the grand trunk and the govern-  
ment would stand something like this:—  
Cost of Victoria bridge and im-  
provements..... \$9,000,000  
Deduct government subsidy..... 300,000  
Net cost to Grand Trunk..... \$8,700,000  
Interest on above at 4 per cent..... \$348,000  
Annual rental paid by Inter-  
colonial..... 40,000

Net annual charge to Grand  
Trunk..... \$388,000  
If we add to the government's rental of  
\$40,000 for the use of the bridge the in-  
terest on the subsidy of \$300,000 at three per  
cent., we shall have a total annual charge  
paid by the government on this account  
of \$49,000 against which the Grand Trunk  
pays \$388,000 a year. Yet the Intercolo-  
nial has an equal use of the bridge with  
the Grand Trunk and no matter how  
much the traffic of the Intercolonial over  
the bridge may be increased the govern-  
ment will have to pay no more for its use  
than it does now. It may be true as the  
Sun states, that the Intercolonial traffic  
over the bridge is only 25 per cent. of the  
whole while that of the Grand Trunk is  
75 per cent. This is how the Grand  
Trunk "got ahead of Mr. Blair." If a  
man owned a house that cost him \$7,000  
and had got somewhat old-fashioned and  
a stranger came up to him and said, "I  
would like to have the right to occupy  
half of your house, and if you will spend  
\$2,000 on the house and give me a long  
lease of half of it, I will contribute \$300  
to the repairs and pay you a rental of \$40  
a year," the owner of the house would  
hardly think he was getting ahead of the  
liberal stranger. Yet that is practically  
the arrangement that Mr. Blair succeed-  
ed in making with the Grand Trunk.  
Every railway man knows that it was a  
most favorable arrangement for the gov-  
ernment, the best bargain in fact that  
any Canadian government has ever made  
with a railway company.

The business men of New York are  
becoming alarmed at the manner in which  
the city is losing its export trade and  
consequently its import trade because of  
the competition of other ports, especially  
Newport News, Boston and Montreal.  
The competition of Montreal is looked  
upon as particularly dangerous in view of  
the enlargement of the Canadian canals  
on the St. Lawrence which next year will  
be able to accommodate vessels 235 feet  
long and drawing 14 feet of water. The  
Erie canal is a mere ditch compared with  
the Welland and St. Lawrence canals  
yet it would cost an enormous sum to en-  
large it to their dimensions. The credit  
of the prompt enlargement of the canals  
belongs to the present government of  
Canada, the Conservatives having dally-  
ed with the matter for years.

The loss of the transport Immore in St.  
Helena Bay, is unfortunate, but not such  
a terrible disaster as the Associated Press  
man tries to make out. She carried 22  
men of the 10th Hussars, 170 men of the  
Field Artillery and 50 men of the army  
medical corps. She had on board 33  
horses. All the men were saved, but  
only 20 horses have been landed and I  
look as if most of them would be lost.  
Such disasters are inseparable from the  
movement of large bodies of men and ma-  
terial by sea, and any regret at the occur-  
rence ought to be tempered by the reflec-  
tion that no human lives were lost. As  
for the field guns, six in number, they  
will all, doubtless, be recovered.

The Boston Transcript, in an article  
on the French in Canada, in which it  
combats the absurd statements of some  
of the Tory papers that they are disloyal,  
says of Sir Wilfrid Laurier:—

He has now been in power more than  
three years and is stronger today than  
when he first took the reins of govern-  
ment. He is a statesman in the highest  
and best sense of the word, manly and  
independent, of broad and liberal views,  
a profound and accurate student of pol-  
itical science, a born orator, whose  
speeches are always clothed with dignity  
and grace. No colonial premier is more  
highly esteemed in the mother country,  
not only on account of his unquestioned  
ability and unwavering devotion to the  
crown, but because "he wears the white  
flower of a blameless life."

FROM SANTOS.

Halifax Does Not Want Any Ship from  
the Plague Port.

Halifax, Dec. 4.—The Halifax board of  
health held an emergency meeting today  
to consider the request made by Pictou  
& Black agents here of the steamer  
Roman Prince, at New York from San-  
tos, that the ship be allowed to come here  
and discharge her cargo of coffee. The  
steamer has been in the port of New  
York for the past eight days but has not  
been allowed to discharge owing to cases  
of supposed bubonic plague which had  
been found on the steamer J. W. Taylor  
which reached New York from Santos  
some time previous to the Roman Prince.  
After considering the matter at some  
length the board finally decided to refuse  
the request.

DR. IRELAND DID NOT  
Walk Off a Wharf as Had Been Sup-  
posed.

Montreal, Nov. 30.—It now looks as if  
the mystery surrounding the sudden dis-  
appearance from this city of Dr. W. Ire-  
land, who was supposed to have slipped  
over a wharf into the St. Lawrence on the  
evening of October 10, 1898, will be cleared  
up.

It is stated that a letter has been re-  
ceived from Mr. Ireland from a town in  
Michigan by a lawyer at Trenton, his  
former home, stating he is preaching his  
profession there under the name of Dr.  
H. H. Gray.

He stated that his object in disappear-  
ing was to get clear of his wife and that  
he will now seek a divorce from her.

He states in his letter that his object  
writing to Trenton is to prevent Mrs.  
Ireland from recovering any insurance  
he had and for which he understood suit  
was to be taken.

Mrs. Ireland is at present residing with  
an aunt, Mrs. Garvin, of London, Ont-  
ario, while her mother is making her  
home with his sister, Mrs. G. T. White,  
recently married and residing in Toronto.

THE LIST LENGTHENING

More Wrecks Reported From New-  
foundland.

St. John's, Nfld., Dec. 1.—The schol-  
ler Viceroy with a general cargo, is ashore  
at Cape Chapeau and will be a total  
loss. One man was drowned.  
The schooner Dart has stranded in Grates  
Cove. She is laden with fish and will be  
a complete wreck.

The schooner Emily went on a bar near  
here but was pulled off by tug. She is  
badly damaged.  
The schooner Warrior is missing. It is  
feared she has gone down in Bona Vista  
Bay. Her crew numbered ten persons.

HAVE AGAIN RETREATED.

The Filipinos Once More Driven from  
Trenches.

Manila, Nov. 30.—6.10 p. m.—De-  
spatches just received from Iloilo, Island  
of Panay, say that at 1 o'clock on the  
evening of Sunday, Nov. 26, the 18th re-  
giment encountered an entrenched force of  
the enemy at Pavia, who opened a heavy  
fire. The leading battalion repulsed and  
after several volleys, the 19th banded  
the Filipinos, driving them out of their  
trenches. The enemy retreated to the  
mountains. At the beginning of the  
fight one captain and one private of the  
18th regiment were killed.

A CHRISTIAN SCIENCE CHURCH.

New York, Nov. 30.—About 10,000 per-  
sons today attended the laying of the  
corner stone of the new Christian Science  
church at Central Park West and 9th  
street, this city. Most of the throng  
were women. The exercises were held  
in the open air and were presided over  
by Mrs. Augusta Stetson.

IT'SN'T ALLUZ THE RAZZER.

What make de loud "scrapin'," what  
does de "cuttin' out" it is always the  
best medicine that the most curing.  
It is estimated that catarrh has cured  
more cases of chronic Catarrh than  
any other Catarrh remedy in the market.  
There is no danger risk in using Cat-  
arrh. It cures by inhalation of  
medicated air and never fails to cure Cat-  
arrh, Bronchitis or Hay Fever in their  
worst stages. You simply breathe—it does the rest. Catarrh cures  
at all druggists or direct by mail  
on receipt of price, of \$1.50. Send 10c in  
stamps to N. C. POLSON & CO., manu-  
facturing chemists, Kingston, Ont., for  
sample outfit.

SEEN IN THE ROUGH.

Tortoise shells as they are unloaded  
from the ships, are far from beautiful.  
To be classed as rough they must be just  
as they were when taken from the tor-  
toises' backs. It is not until washed and  
scoured with acids that their exquisite  
coloring shows. The same is true of the  
beautiful sea shells which come here  
from the shores of India and other tropi-  
cal lands. There is almost as much dif-  
ference between them in the rough and  
when finished as there is between uncut  
diamonds and those that have passed  
through a lapidary's hands.—[St. Louis  
Globe Democrat.]

